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CLASSIFICATION		SECRET		25X1
COUNTRY	East Germany		REPORT NO.	25X1
TOPIC Jueterbog Altes Lager Airfield				
25X1 EVALUATION		PLACE OBTAINED		25X1
25X1 DATE OF CONTENT				
25X1 DATE OBTAINED		DATE PREPARED	26 October 1953	
REFERENCES				
PAGES	3	ENCLOSURES (NO. & TYPE)		25X1
REMARKS				
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25X1 1. The following air activity and aircraft were observed at Jueterbog Altes Lager airfield between 7 and 19 September 1953:

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10 September. Between 3:30 p.m. and 4:05 p.m., a single-engine aircraft with radial engine was observed aloft.

11 and 12 September. No air activity was observed.

14 September. After 10 a.m., a Pe-2 towing a sleeve target was observed over the firing range. The sleeve target was fired at by light AA guns. Between 2 p.m. and 6 p.m., flights were made by swept-back jet fighters stationed at the field. Up to six aircraft practiced flying in formation.

15 September. Between 10 a.m. and 1 p.m., MiG-15s practiced flying individually and in elements of twos at high altitudes. At about 10:45 a.m., a Pe-2 circled twice over the field. The alert flight of 4 MiG-15s was parked at the western end of the runway. An additional 5 MiG-15s, 8 Il-10s, 4 Pe-2s and 1 single-engine aircraft were parked in front of the hangars.

16 September. During the morning, swept-back jet fighters were observed aloft. At 4:30 p.m., a Il-10s took off and made a 30-minute flight. An alert flight of 6 MiG-15s was observed at the western end of the runway.

17 September. At about 5 p.m., three MiG-15s taxied under their own power from the hangars to the runway. Previously, the aircraft had been towed to the take-off

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point. The three aircraft made a 30-minute flight. At about noon, flying was practiced by swept-back jet fighters. At 2 p.m., the engines of the alert aircraft were started one after the other and ran for about 3 minutes. At 2:05 p.m., a MiG-15 took off for a 35-minute flight.

18 September. Between 9:30 a.m. and 3 p.m., MiG-15 and U-MiG-15s were repeatedly observed aloft. Three biplanes practiced flying after 3:30 p.m.

19 September. No air activity was observed. The weather was unfavorable.¹

2. On 12 September, four MiG-15s of the alert flight were parked at the western end of the runway. Three aircraft had a blue stripe on the rudder assembly and the fourth one had a red stripe. The latter aircraft was parked slightly apart from the others and always took off at first. On 17 September, eight alert MiG-15s were parked at the same spot as the 4 MiGs on 12 September. Seven of the aircraft had a blue stripe and one had a red stripe. 25X1

3. At about 4 p.m. on 16 September, an air force general addressed 20 air force officers who had arrived in Altes Lager at 2 p.m. and marched from the railroad station to the airfield, carrying their wooden suitcases and boxes themselves. Among them were older officers with a white-haired captain as ranking officer. The officers were quartered in building U-26 of the former Hindenburg installation. At about 4:30 p.m. on 18 September, the officers inspected the eight alert aircraft.³

4. The previously reported Major Pushkov (fnu) co-operated with the fighter pilots. He supervised the erection of the searchlights which were utilized for illuminating the towed sleeve targets.⁴

5. During the first half of September, SSD sentries were posted at guardhouse I where the civilians workers had to pass when entering and leaving the airfield. The SSD members were well known in town where they were repeatedly observed together with a major.

6. The following air activity was observed between 15 September and 2 October:

15 September. At about 7:30 a.m., three swept-back jet fighters took off individually at intervals of 600 to 700 meters. The aircraft assembled to a flight in a left bank and climbed to very high altitudes. After a flight of 30 to 40 minutes, the aircraft landed at the field. At 10:30 a.m., another take-off was made by three swept-back jet fighters which made a high-altitude flight.

19 September. Between 3 p.m. and 8 p.m., no air activity was conducted. There was a closed ceiling. Four twin-engine aircraft and 12 swept-back jet fighters were parked at the field and 3 jet fighters and 2 single-engine aircraft were observed in the open hangars.

22 September. At about 9 a.m. and 10 a.m., take-offs were made by high-wing monoplanes. After 11:30 a.m., two flights were performed by swept-back jet fighters. An Li-2 landed at 2 p.m. and subsequently taxied to the hangars where the aircraft was unloaded.

2 October. An Li-2 landed at 9:30 a.m. and took off at noon. Another Li-2 landed at about 1 p.m. A jet fighter took off at noon, made several local flights and landed about 12:30 p.m.¹

7. Fifteen fuel containers on wooden blocks were observed in the western extension of the fuel dump, referred to as T 1. The containers had the same size as railroad tank cars. Two radio masts, 15 to 20 meters high and about 100 meters

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apart, were located in the quartering area at the field. They were interconnected by a double-wire antenna. Trucks [redacted] were observed.⁵

5. On 17 September, there was intensive air activity at the airfield although the weather was hazy. On 21, 22, 23 and 24 September, air activity was conducted by swept-back jet fighters.
9. On 27 September, 13 MIG-15s were observed at the field. No air activity was observed at 10:30 a.m.¹

1. [redacted] Comment. Jueterbog Altas Lager airfield is occupied by two fighter regiments one of which was transferred from Zerbst to Jueterbog in early August 1953. Four to six twin-engine aircraft are also stationed at the field. They are used for target representation for AA gun firing practices at the firing range in the area of the Jueterbog troop training grounds. [redacted]

2. [redacted]

3. [redacted] Comment. The assignment of the general officer is not known. Possibly, he is the commander of the fighter division to which the two fighter regiments in Jueterbog Altas Lager are assigned. According to a previous report, building U-26 is occupied by members of one fighter regiments.

4. [redacted] Comment. Major Pushkov has been previously reported in connection with firing practices by the pilots. Among other duties he is probably in charge of the target-tow detachment for the air units.

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